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CENTRAL INTELLIGENCE AGENCY

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PRODUCTION OF MACHINE TOOLS AT THE MAGDEBURG MACHINE TOOL PLANT

1. [redacted] at the Magdeburg Machine Tool Plant (WMW Werkzeugmaschinenfabrik-Magdeburg-VEB) from November 1950 to July 1951. This machine tool plant, located at 16 Mittagstrasse in the Neustadt suburb of Magdeburg, consists of three main buildings and a storehouse totaling about 5000 square meters of ground floor space. About 90 to 100 general purpose lathes of moderate size were produced per month, as well as 30 to 40 special multiple cutting and copying lathes. Some special-purpose lathes for turning ball bearing races were made and sent to the Berlin, Thueringen, and Leipzig VEB anti-friction bearing plants. All the products were distributed through the DHZ (Deutsche Handel Zentral). The main bottleneck was shortage of materials.

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Ball bearings, motors, clutches, pumps, etc., were purchased from other VEB plants, through the DHZ. Employees numbered about 800, including 600 production workers. Almost no women and few apprentices were employed. Many workers were old skilled craftsmen. Norms were usually filled, but if they were consistently exceeded for six months, they were raised.

2. testing all incoming materials and outgoing finished products. department consisted of 35 subordinates. Spectroanalysis, as well as etch tests and hardness tests, was performed on all incoming shipments of metal. All machine tools were made under DIN standards. In March of 1951, needed to buy an optical measuring device, several micrometers, hardness testers, and gauge block sets and obtained these items by ordering them at the Leipzig Fair. They were delivered a few weeks later. The plant failed to fulfill its quota during the two-year plan (1947-1949) and was behind schedule in the five-year plan (1950-1955). This was primarily due to material shortages, but partly because many of the new special purpose machine tools were difficult to fit into a mass production schedule and needed much development work. A third difficulty was caused by the poor quality of materials, such as shrink holes in iron and steel castings which came from the Zerbst Foundry near Dessau, the Brauetigam Foundry, Magdeburg, and others in Leipzig. 50X1-HUM 50X1-HUM

VEB KETTENFABRIK, BARCHFELD

3. at the Kettenfabrik, Barchfeld, from 15 October 1952 until 15 April 1953 testing incoming and outgoing shipments for adherence to specifications. organize the quality control section which was in complete chaos This plant, which was under the VVB fuer Fahrzeugzubehoer, IFA, produced bicycle and motorcycle chains, diesel engine injection pumps, distributors, and motorcycle spokes. It was once known as the Pallas Werke. It consists of six or seven buildings on either side of the main street, just south of the railway station in Barchfeld; the total building area is about 3600 sq. m. (ground floor space). Employees numbered about 430 production workers and about 70 others. Two shifts were employed in all departments except the chain production section, where three shifts were in effect. Approximately 60 per cent of the employees were women. Production amounted to 320,000 spokes per day, 80,000 bicycle chains per month and 30,000 motorcycle chains per month. Diesel engine injection pumps were not an important part of the plant production, as only 30 or 40 workers were in this department. 50X1-HUM

4. Two million DM(East) were to be spent in 1953 for expansion and perhaps an additional two million in 1954, making this plant the sole producer of cycle spokes and chains in the DDR. With the use of new automatic machinery, the output of spokes was to be raised to 1,000,000 per day. Other plants would stop production on these items. Material shortages constituted the principle bottleneck. Wire for spokes and steel bands, 30, 90, and 120 mm. wide with thicknesses of 0.8, 1.0, 1.3, and 2.5 mm., were received from Hettstedt and Riesa rolling mills.

INDUSTRIEWERK LUDWIGSFELDE

5. at the Industriewerk Ludwigsfelde (formerly Daimler-Benz, near Genshagener Heide) from 15 April 1953 to 20 September 1953 50X1-HUM

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under chief technician LETTOW, who was under the technical director, DROSE. [redacted] planning and expediting the delivery of single purpose machine tools, jigs, and special equipment to be used in the production of speedboat diesel engines, Type KVD-25. This motor was based on an old Daimler-Benz design (approximately 1934) used in speedboats during World War II. It was to be 3000 hp., 20 cylinder V-type with cylinder approximately at 60°. [redacted] in the KTM 108 (Konstruktion, Technologie und Montagen Büro 108) in Chemnitz and in the design offices of the machine tool factories in Magdeburg, Chemnitz, Berlin Naumburg, Saalfeld, and Plauen, in supervising and coordinating the design, production, and testing of the special tools for the production lines for cylinders, crankshafts, camshafts, and pistons which were to occupy Halls 7 and 8. Initial production of these parts was planned using general purpose tools without waiting for the single purpose tools to be installed. It was planned to replace the general purpose tools gradually as the single purpose tools were delivered. The entire plant was to have been completed by about the end of 1955. [redacted] two used KVD-25 motors which had been brought to the plant to be used as models. No engine parts had been produced; however, preliminary turning of four or five crankshafts had been done, on a new heavy general purpose lathe from the Magdeburg Machine Tool Plant, from cylindrical forgings weighing about 4.2 tons, from "Krupp Gruson" and Riesa or Groeditz. These were to be finished to about 2.2 tons (length, 2.2 to 2.5 m.). The throws were first to be turned on three "Boehringer " heavy lathes from the Meuselwitz (Jonny Scheer) Machine Works. These lathes had been made one meter longer by adding a bed extension and new lead screws and further modified for turning the throws. Later, new special machines for the work were to be furnished by the Maschinenfabrik Meuselwitz. One was already completed but had not been thoroughly tested, and [redacted] more development work was necessary. Plans were made to produce crankshafts from three short forgings, welded together after rough turning.

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6. [redacted] The orders received from the Planning Commission were changed with great frequency and caused confusion. The greatest bottleneck was material shortages. Brass and bronze parts were to come from Hettstedt. Steel forgings and castings were to come from various steel producing plants in the DDR. Parts to be obtained from outside sources included injection pumps, electric equipment, such as indicators and instruments, and all castings, but [redacted] not know the planned source of these parts. In addition to the KVD-25, [redacted] that manufacture of small parts for a Jumo diesel engine for aircraft was carried out on a small scale at Ludwigsfelde. This engine was also to be used for speedboats. The question of continuing this operation was always under discussion, and no final decision seemed to have been reached when I left.

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7. The 12 large buildings, called Halls 1 to 12 (100 m. by 25 m. with ceilings 10 or 12 m. high and no interior columns), of Industriewerk Ludwigsfelde were built in 1952 and 1953 on the site of the former Daimler Benz aircraft plant. These large buildings seemed to me and to others who worked there to be much larger and higher than would be required for the work on the KVD-25 engine. This plant is the most modern plant in the DDR with every facility for the workers.

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In the early part of May, Halls 4 and 5 and one or two others were designated to be reserved under special security measures for a secret project. An unknown number of the workers from other halls were selected to work there. this was to be a project to build a jet engine designed at Pirna.

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fill out a questionnaire designed to find technical men with experience as specialists in the USSR, and the project concerned an aircraft engine development to be undertaken at Pirna, with the cover name of "Machine Inspection Office" in Dresden.

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8. The labor force was estimated at 1000; 400 to 600 of these were production workers, including many old Daimler Benz employees and a few women. three shifts were planned ultimately, cannot estimate the number of workers that would be required. On 17 June 1953, the entire labor force of the plant walked out and refused to return until the last Soviet soldier left. In two days they began returning. The government decree concerning heavy industry caused the plan to build engines there to be abandoned. Nevertheless, all single purpose tools that were more than 60 per cent complete were to be finished so that they could be used at whatever plant would take over the production assignment.

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9. After the 17th of June, many small jobs such as machining of motor housings and pump valve housings were begun. The only large job undertaken was the manufacture of 2,000,000 needle bearings, but not any of these bearings and the size or the intended use. (In Hall 5 about 50 or 60 machine tools were stored, and in August 1953 they were sold and taken away to unknown destinations.) None of the needle bearings had been produced before, and no special machines were available. Hence, this project was a very impractical and wasteful operation and was only undertaken to provide stop-gap work for the workers.

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10. a memory sketch of the layout of the Industriewerke Ludwigsfelde, on which the following buildings (see page 6):

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Miscellaneous Buildings

Building A: Administration building (1), old construction.

Building B: Administration building (2), old construction.

Building C: Guard post at the north gate, old construction.

Building D: Dining hall.

Building E: Power station; building is finished, no power produced yet.

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Building F: Motor pool, new, completed.

Building G: Fire house, new, completed.

Production Halls

Hall 1: Materials Receiving Department.

Hall 2: Parts Workshop, building not completed.

Hall 3: Apprentice Workshop; equipped with hand-operated lathes, automatic lathes, planers, boring machines, milling machines, a surface plate, and grinding machines.

Hall 4: Parts Workshop (empty).

Hall 5: Shipping Department; building presently in use as a storehouse for machinery such as various lathes, multi-spindle boring machines, and grinding machines ready for installation in the individual workshops.

Hall 6: Repair Workshop; equipped with lathes, planers, grinding machines, mechanical equipment, and surface plates.

Hall 7: Component Parts Shop; with production lines for pistons and connecting rods, equipped with automatic and manually-operated lathes, turret lathes, planers, milling machines, a surface plate, grinding machines, and six 4-spindle boring machines, but special machinery had not yet been delivered.

Hall 8: Component Parts Shop; with production lines planned for cylinders, crankshafts, and camshafts for the motor type KVD-25; most of the machines for these production lines had not yet been completed, but on hand were various lathes, milling machines, boring machines, planers, grinding machines, one honing machine for cylinders, and the following specific machines:

- 1 large Magdeburg lathe for pre-turning
- 3 Boehringer lathes, converted to throw lathes for crankshafts
- 1 throw grinding machine for crankshafts
- 1 crankshaft grinding machine
- 1 camshaft lathe
- 1 camshaft grinding machine
- 1 deep hole boring machine for camshafts and crankshafts (converted), (special boring heads to be supplied by Precision Tool Works, Schmoelln, Thueringen)
- 1 copying milling machine
- 1 Magnaflux machine.

Hall 9: Assembly of KVD-25; assembly line not yet installed.

Hall 10: Hardening Shop; Smithy, and Welding Shop; equipped with hardening oven, blacksmith oven, and welding equipment; hall not yet completely equipped.

Hall 11: Workshop for Production of Jigs, Tools, and Gages; equipped with manually operated and automatic lathes, milling machines, planers, surface plates, two jig borers, grinding machines, and included a welding shop and a gage testing room.

Hall 12: Accommodations for Volks Polizei units.

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